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## UNION STATION HISTORIC DISTRICT

### Ordinance 57828 (Board Bill No. 165)

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An ordinance to amend the Zoning Code of the City of St. Louis, including the District Map 1960, by designating a certain area bounded generally by 21st Street south to the TRRA Tracks; the tracks east to 18th Street; 18th Street north to Market Street; and Market Street west to 21st Street, and more fully described in the body of this ordinance as a Historic District to be known as the Union Station Historic District and providing standards to be applied within the district and land use controls and zoning regulations; containing severability clauses and an emergency clause.

**WHEREAS**, the preservation, protection, and enhancement of buildings, other structures, parks and items of natural or artificial phenomena located within a district impart a distinctive aspect of the City of St. Louis by serving as a visible reminder of the historic, architectural and cultural heritage of the City; and

**WHEREAS**, the district herein described as the Union Station Historic District has architectural and historical value which should be preserved for the people of the City of St. Louis and the State of Missouri; and

**WHEREAS**, Chapter 914B provides for the creation of historic districts and sets out the necessary procedure to be followed in establishing such a district.

***Be it ordained by the City of St. Louis as follows:***

**SECTION ONE.** Pursuant to and in accordance with Chapter 914B of the Zoning Code of the City of St. Louis, Historic District, the area set out below is hereby designated as a Historic District to be known as the Union Station Historic District and shall consist of the area described as follows:

Beginning at the point of intersection of the east line of Twenty-first Street and the north line of the twenty foot wide east-west alley in City Block 1696W; thence eastwardly along said north alley line to its point of intersection with the west line of Twentieth Street; thence northwardly along said west line of Twentieth Street to its point of intersection with the south line of Market Street to its point of intersection with the east line of Twentieth Street; thence eastwardly along said south line of Market Street a distance of 142.29 feet, more or less, to the point of intersection of said south line of Market Street and the west line of Eighteenth Street; thence southwardly along said west line of Eighteenth Street a distance of 849.48 feet, more or less, to a point; thence eastwardly along an easterly projection of said west line of Eighteenth Street a distance of 45.95 feet, more or less, to a point; thence diagonally eastwardly across Eighteenth Street to the point of intersection of the east line of Eighteenth Street and the south line of Clark Avenue in City

Block 221; thence eastwardly along said east line of Sixteenth Street across all intervening streets and alleys, to its point of intersection with the south line of Poplar Street; thence eastwardly along said south line of Poplar Street to its point of intersection with the east line of vacated Sixteenth Street, vacated by Ordinances 9031 and 56625; thence southwardly along said east line of vacated Sixteenth Street a distance of approximately 100 feet, more or less, to its point of intersection with the north survey line of Parcel "B" of the Outboundary Survey executed for the Terminal Railroad Association by the Elbring Company during July, August and September, 1973; thence eastwardly along said survey line to its eastern terminus survey line in City Block 414N; thence southwardly along said eastern terminus survey line a distance of 98.68 feet to a point; said point being the point of intersection of said eastern terminus survey line with the southern boundary survey line of said Survey, said line being parallel to and 15 feet perpendicularly north of the center line of a railroad track commonly referred to as Track No. 52; thence generally westwardly along said southern outboundary survey line, parallel to and perpendicularly distant 15 feet north of the center line of said Track No. 52, to its point of intersection with the east line of Twenty-First Street across all intervening highways, streets and alleys, to its point of intersection with the north line of the twenty foot wide east-west alley in City Block 1696W, the point of beginning, excluding the portion of said area previously submitted for redevelopment by the Twenty-First Street Redevelopment Corporation and as approved by the Board of Aldermen on June 17, 1976, by Ordinance 57205.

**SECTION TWO.** The proposed standards to be applied within the district including but not limited to demolition, facades, setbacks, height, scale, materials, color and texture, for all structures and the design details of all fences, streets and drives, street furniture, signs and landscape materials are set out in the "Union Station Historic District," approved by the Community Development Commission, November 30, 1978, and recorded in the Office of the Recorder of Deeds at Book 100M, page 1415, which is hereby adopted and incorporated herein by reference, and copies of which shall be filed for inspection in the Office of the Register and in the Office of the Building Commissioner.

**SECTION THREE.** All parts of the "[Re]Development Plan for the Union Station Historic District," are parts and notwithstanding any other evidence of the legislative intent it is hereby declared to be the controlling legislative intent that if any part of said plan, or the application thereof to any property, person or circumstance, other than those as to which it is held invalid shall not be affected thereby and it is hereby declared that this plan would have been passed independently of such part so held to be invalid.

**SECTION FOUR.** All sections of this ordinance are hereby declared to be independent sections and parts of sections and notwithstanding any other evidence of the legislative intent it is hereby declared to be the controlling legislative intent that if any provision of

said section, or the application thereof to any person or circumstance, other than those as to which it is held invalid, shall not be affected thereby and it is hereby declared that this ordinance would have been passed independently of such section, sections or parts of a section so held to be invalid.

**SECTION FIVE.** This being an ordinance necessary for the immediate preservation of the Public Welfare, it is hereby declared to be an emergency measure and shall become effective immediately upon passage and approval of the Mayor.

***Approved: April 18, 1979.***

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## **REDEVELOPMENT PLAN FOR ST. LOUIS UNION STATION HISTORIC DISTRICT**

### **Land Clearance for Redevelopment Authority of the City of St. Louis**

**October 10, 1980 — Mayor James F. Conway**

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***Approved January 27, 1981 by Ordinance 58219***

#### **ST. LOUIS UNION STATION REDEVELOPMENT PLAN**

- A. Table of Contents Page
- B. Description of Project 1
  - 1) Boundaries of Redevelopment Area (Project Area) 1
  - 2) Proposed Redevelopment and Objectives 1
- C. Land Use Plan 2
  - 1) Land Use Map 2
  - 2) Land Use Provisions 2
    - a. Statement of Uses Permitted 2
    - b. Regulations and Controls 3
- D. Execution of the Project 4
  - 1) Execution of Project 4
- E. Project Proposals 5
  - 1) Land Acquisition 5
  - 2) Relocation Assistance 6
  - 3) Interim Use 6
  - 4) Tax Abatement to Successors in Interest 6
- F. Other Provisions Necessary to Meet State & Local Requirements 7
- G. Procedure for Changes in Approved Plan 7

#### **EXHIBITS**

Exhibit "A" Legal Description 8

Exhibit "B" Project Area Plan 9

Exhibit "C" Existing Zoning Map 10

Exhibit "D" Proposed Zoning Map 11

## **REDEVELOPMENT PLAN FOR ST. LOUIS UNION STATION**

### **B. Description of Project**

#### **1. *Boundaries of Redevelopment Area (Project Area)***

The boundaries of the Project Area are delineated on the Project Area Plan, Exhibit B hereto. The Project Area is comprised of approximately 61.25 acres located in the southwestern portion of the South District shown on the District Boundary Map of the "1974-A Plan for Downtown St. Louis". A portion of the property fronts on the south side of Market Street directly across from the westernmost part of the Gateway Mall which includes the Milles Fountain. The boundaries of the Project Area are described in Exhibit A hereto attached.

#### **2. *Proposed Redevelopment and Objectives***

The redevelopment activity contemplates a multi-functional development of hotels, entertainment and recreational facilities, retail shops, offices and other uses consistent with the zoning from time to time affecting the Project Area. Rehabilitation and renovation of most existing structures, to the extent that they are structurally sound, including the Union Station Terminal Building, Midway and Train Shed (all of which are designated as National Historic Landmarks) into those uses to which they are most adaptable. Existing structures which either do not lend themselves to feasible economic redevelopment, which are not structurally sound, which do not have substantial historical or architectural significance, or which do not lend themselves to proper adaptive use consistent with the concept of the redevelopment or which do not otherwise serve the objectives of the redevelopment will be demolished. New structures will be erected within the Project Area to serve the above designated functions and to augment and facilitate rehabilitated use and functions of existing structures and certain new structures. Parking will be constructed in the Project Area to serve the entire redevelopment. The redevelopment will be consistent with the "1974-A Plan for Downtown St. Louis."

The objectives and type of renewal activity contemplated under this plan is consistent with the Development Plan approved by the Board of Aldermen of the City of St. Louis by Ordinance No. 57286 (as the same may from time to time be amended) and the contract (as the same may from time to time be amended) between the City of St. Louis and Union Center Redevelopment Corporation (Developer) designated by said Ordinance (Here referred to as "The Redeveloper" for the purposes of this Plan). The Development Plan so approved by said Ordinance and which constitutes the subject matter of the contract above referred to cannot be dealt with effectively by the ordinary operations of private enterprise without the aids provided by the Land Clearance for Redevelopment Authority (LCRA) and the financial assistance provided by Title I of the Housing Act of 1949 as amended and the Housing and Community Development Act of 1974 as amended (collectively referred to as "Acts"), and the City of St. Louis. Thus, LCRA and the City of St. Louis. Thus, LCRA and the City of St. Louis (either or both of them) will

enter into cooperative agreements with the said Redeveloper in implementing the Development Plan so approved by Ordinance No. 57286 and the above-referenced contract (as each are from time to time amended) to the fullest extent provided by the Land Clearance for Redevelopment Law and the financial assistance provided by the Acts, the City and LCRA including all acts, actions and activity necessary to effect and administer any grant obtained under the Acts or any other law of the United States or the State of Missouri in connection with the redevelopment. Those streets and alleys crosshatched on the Project Area Plan (Exhibit B) are to be vacated.

## **C. Land Use Plan**

### **1. *Land Use Map***

The Project Area is currently zoned "J" Industrial and "K" Unrestricted as shown on the existing zoning map Exhibit C. The land use of that part of the Project Area now zoned "J" will be hose permitted under "H" Commercial and to that extent the zoning must be changed to carry out the Plan. No other zoning changes will be necessary to carry out the Plan.

### **2. *Land Use Provisions***

#### **a. Statement of Uses Permitted:**

Proposed land uses within the Project Area shall be those consistent with "H" and "K" zoning districts as shown on the Proposed Zoning Map, Exhibit D hereto. Most existing structures will be rehabilitated and converted to adaptive uses of hotels, restaurants, entertainment and recreational facilities, retail shops, offices and the like and new structures, all consistent with the foregoing functional uses and any and all other use permitted under existing zoning ordinances, will be erected. Sufficient parking at ground level, subsurface, multilevel or otherwise as required by appropriate zoning ordinances. Existing structures which either do not lend themselves to economic redevelopment, which are not structurally sound, which are not of substantial historical or economic significance, or which do not lend themselves to substantial adaptive use or otherwise serve the Plan's objectives, will be demolished.

#### **b. Regulations and Controls:**

In order to achieve the objectives of the Redevelopment Plan, certain regulations and controls shall apply to the development and continued use of land within the Project Area. These regulations are intended to insure the optimum development of the Project Area as a whole.

These regulations and controls, as set forth herein, are an integral part of the redevelopment plan, as are applicable portions of the St. Louis zoning, building and other codes and ordinances:

- 1) Construction and development shall be for those uses consistent with the permitted uses under the zoning ordinances of "H" Commercial and "K"

Unrestricted in the areas as set forth in the Proposed Zoning Map Exhibit D.

- 2) The City of St. Louis Zoning Ordinances will govern and will constitute the regulations and controls for the redevelopment.
- 3) All properties within the Project Area that are not acquired will be covered under regulations and controls which are consistent with the development of the Project as a whole, by means of agreements executed by and between the owners of such property, Land Clearance for Redevelopment Authority and, the Redeveloper.
- 4) The City of St. Louis shall provide public improvements for the Project Area including measures for the control of traffic improvements necessary for the carrying out of the objectives of the Plan. These facilities, consistent with sewer, water, fire and police telegraph, traffic control and street lighting, will be constructed, reconstructed and adjusted as required under the Plan to meet design standards and practices in effect in the City of St. Louis.
- 5) All exterior signs shall be consistent with the City Code, the Secretary of the Department of Interior's Rehabilitation Guidelines as set out in the "Standards for Rehabilitation" and the Union Station Historic District Regulations and approved by the Authority prior to erection.
- 6) Adequate off street parking shall be provided within the respective property lines.

#### **D. Execution of the Project**

##### **1. *Execution of Project***

The Land Clearance for Redevelopment Authority of the City of St. Louis will be responsible for the administration of the Redevelopment Plan. It is intended that the City of St. Louis, acting through the Community Development Agency, will provide Urban Development Action Grant, Community Development Block Grant and other funds necessary to carry out public improvements and other redevelopment activities as outlined in the Redevelopment Contract between the Authority and the Redeveloper. The balance of the project cost will be made available from funds obtained from private and public sources including without limitation, equity funds provided by or through the Redeveloper, conventional financing provided or acquired directly or indirectly. To this end, the City of St. Louis is in the process of applying for a Ten Million Dollar (\$10,000,000.00) Urban Development Action Grant for the purposes of providing secondary financing in that amount for the project.

In furtherance of the foregoing, and pursuant to the powers granted to the Land Clearance for Redevelopment Authority of the City of St. Louis in Section 99.300 through 99.715 of the Revised Statutes of Missouri, it may provide funds, upon

request of the Redeveloper, to pay cost of acquiring, rehabilitating, reconstructing or engage in new constructing of any and all property acquired by it pursuant hereto, by the issuance of Commercial Redevelopment Bonds, and it is the intention of the Authority and this shall constitute its Resolution and as such, "some other similar official action" as that term is used in Regulation 1.103-8(a)(5)(iii), promulgated under the Internal Revenue Code of 1954, as amended. The Authority intends that this similar property is leased or sold to the Redeveloper or any other entity which is the assignee or designee of the Redeveloper.

The City of St. Louis and its Board of Aldermen (the City) shall, by enacting an Ordinance approving this Redevelopment Plan, in accordance with appropriate agreement to be entered into with the Authority, pledges cooperation to enable the project to be carried out in a timely manner and in accordance with the Redevelopment Plan, including, without limitation, the unconditional vacation of those streets and alleys designated for closing on the Project Area Plan (Exhibit B), and the vacation of such other rights-of-way as are necessary or desirable to effectuate the Plan, the rezoning of that part of the Project Area now zoned "J" Industrial to "H" Commercial, the expeditious application for the Urban Development Action Grant above referred to and any and all other acts and action as may be required, necessary and/or expedient to fully and expeditiously effect the Redevelopment Plan and the Project.

## **E. Project Proposals**

### **1. *Land Acquisition***

The Project Area map identifies the land located in the Project Area. All properties or any part thereof may be acquired if the Redeveloper determines it to be in furtherance of the Redevelopment's Objectives and not otherwise.

The Land Clearance for Redevelopment Authority may clear where necessary and sell or lease for redevelopment, renewal or rehabilitation and subsequent disposition, all or any portion of such property which it has acquired as a consequence of the Redeveloper's determination as aforesaid and, in the acquisition of said property, may acquire the same subject to any easement, lien, encumbrance, lease, management agreement, occupancy of tenants or any other lien or encumbrance affecting said property at the time of said acquisition and shall, in connection therewith otherwise do all things necessary to comply with all applicable laws and regulations.

### **2. *Relocation Assistance***

All families, individuals and businesses displaced by the Authority from property acquired by the Authority (See Land Acquisition Map, Exhibit V) will be provided with relocation assistance as provided in the Federal Uniform Relocation and Real Property Acquisition Act of 1970, as amended, the regulations promulgated by the Department of Housing and Urban Development relating thereto and applicable to the project activities herein outlined, and the provisions set forth in Ordinance No.

3. *Interim Use*

Land acquired by the Authority may be leased with or without buildings, or may be cleared, developed for parking and leased, as interim uses until the land is ready for sale or lease for redevelopment.

4. *Tax Abatement to Successors in Interest*

Union Center Redevelopment Corporation, is a redevelopment corporation formed pursuant to Chapter 353 of Revised Statutes of Missouri 1969, as amended, and properties owned by it are entitled to partial tax relief under Sections 353.060 and 353.110, RSMo. 1969, as amended. All such partial tax relief shall inure to the benefit of all successors in interest of the property of the Redeveloper, or its designee, so long as such successors or designee, as the case may be, shall continue to use such property, as provided in the Redevelopment Plan and consistent with the provisions of Ordinance No. 57286 as the same may be from time to time amended and/or any contract entered into between the LCRA and the Redeveloper.

5. *Redeveloper's Obligations*

The Redeveloper shall be obligated by means of appropriate covenants running with the land to devote the land and any improvements thereon to the uses specified in the Redevelopment Plan, and consistent with the development of the Project as a whole, begin and complete the development within a reasonable time specified by the Authority but in no event, less than time permitted it under and pursuant to the contract entered into pursuant to Ordinance No. 57286 as said time was extended by the Board of Estimate and Apportionment of the City of St. Louis on November 13, 1979 and as the same may from time to time hereafter be extended. Furthermore, the Redeveloper shall refrain from prohibiting the sale, use, lease or occupancy of land because of race, creed, color, national origin or sex. Such covenants shall be contained in a contract between the Redeveloper and the Authority.

Building permits shall not be issued without the prior approval of Plans by the LCRA.

F. *Other Provisions Necessary to Meet State & Local Requirements*

This Redevelopment Plan is consistent with the City's General Plan. The elements of the Plan satisfy all requirements of State and Local Laws. Should any provisions of this Plan be held invalid by a final determination of a court of law, the remainder of the provisions hereof shall not be affected thereby and shall remain in full force and effect.

G. *Procedure for Changes in Approved Plan*

The Redevelopment Plan may be modified at any time by the Authority with the consent of the Redeveloper, its successors, or successors in interest. Where proposed modifications will substantially change the Redevelopment Plan, the modifications must similarly be approved by the St. Louis Board of Aldermen. In the event the Development Plan approved by the Board of Aldermen in Ordinance

No. 57286 is amended with the consent and approval of the Redeveloper, this Redevelopment Plan shall be deemed amended to the extent necessary to conform to the Development Plan as amended to the extent this Redevelopment Plan is inconsistent therewith.

## **EXHIBIT A**

### **LEGAL DESCRIPTION OF PROJECT AREA**

Beginning at the point of intersection of the east line of Twenty-first Street and the north line of the twenty foot wide east-west alley in City Block 1696W; thence eastwardly along said north alley line to its point of intersection with the west line of Twentieth Street; thence northwardly along said west line of Twentieth Street to its point of intersection with the south line of Market Street; thence diagonally eastwardly along said south line of Market Street to its point of intersection with the east line of Twentieth Street; thence eastwardly along said south line of Market Street a distance of 142.29 feet, more or less, to a point; thence northwardly along a northerly projection of the south line of Market Street a distance of 40 feet, more or less, to a point; thence eastwardly along said south line of Market Street a distance of 605.75 feet, more or less, to the point of intersection of said south line of Market Street and the west line of Eighteenth Street; thence southwardly along said west line of Eighteenth Street a distance of 849.48 feet, more or less, to a point; thence eastwardly along an easterly projection of said west line of Eighteenth Street a distance of 45.95 feet, more or less, to a point; thence diagonally eastwardly across Eighteenth Street to the point of intersection of the east line of Eighteenth Street and the south line of Clark Avenue in City Block 221; thence eastwardly along said south line of Clark Avenue and its eastward projection to its point of intersection with the east line of Sixteenth Street across all intervening streets and alleys, to its point of intersection with the south line of Poplar Street; thence eastwardly along said south line of Poplar Street to its point of intersection with the east line of vacated Sixteenth Street, vacated by Ordinances 9081 and 56625; thence southwardly along said east line of vacated Sixteenth Street a distance of approximately 190 feet, more or less, to its point of intersection with the north survey line of Parcel "B" of the Outboundary Survey executed for the Terminal Railroad Association by the Elbring Company during July, August and September, 1973; thence eastwardly along said survey line to its eastern terminus survey line in City Block 444N; thence southwardly along said eastern terminus survey line a distance of 98.68 feet to a point; said point being the point of intersection of said eastern terminus survey line with the southern boundary survey line of said Survey, said line being parallel to and 15 feet perpendicularly north of the center line of a railroad track commonly referred to as Tract No. 52; thence generally westwardly along said southern outboundary survey line, parallel to and perpendicularly distant 15 feet north of the center line of said Track No. 52, to its point of intersection with the east line of Twenty-First Street; thence northwardly along said east line of Twenty-First Street across all intervening highways, streets and alleys, to its point of intersection with the north line of the twenty foot wide east-west alley in City Block 1696W, the point of beginning, excluding the portion of said

area previously submitted for redevelopment by the Twenty-First Street Redevelopment Corporation and as approved by the Board of Aldermen on J???, 19??.